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NOTES ON THE
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AND SOUTH CHINA.
By the Rev. G. A.
BUNBURY, M.A.
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No. 16,817.

號二十月九年四十一百九千一第

HONGKONG, MONDAY, JANUARY 12, 1914

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Hongkong, Oct. 3, 1913. 1190

MR. BRYCE ON RACIAL TROUBLES.

Suggested "Stay at Home" Policy.

Mr. James Bryce, (who has just been
created a Viscount) formerly British
Ambassador to the United States, was
the guest of the National Liberal Club,
London, at the house dinner recently.
Sir Edward Grey, Secretary of State for
Foreign Affairs, presided, and in pro-
posing the health of Mr. Bryce made re-
ference to Anglo-American peace.

In this connection he described Mr.
Bryce as "a great pacifist." In addi-
tion to his services as between England
and America Mr. Bryce had done great
imperial service. He had kept in touch
with Canada, and made them feel that
the British Ambassador had the interests
of the Dominion to consider as well as
those of the Mother Country. While Mr.
Bryce's activities at work were pheno-
menal, his holidays were almost as re-
markable; in fact, he was like a battle-
ship engaged in a peaceful mission.
(Laughter.)

The United States, Sir Edward Grey
proceeded, was a country which was
going to do much to shape the destinies
of the world. It had so much idealism
in it that it was bound, even outside the
direct action of its diplomacy, to have
a vast effect on the civilization of the
world.

Sir Edward wondered what Mr. Bryce
thought of his sojourn in Amer-
ica. Were we older and were we wiser?
What did he think of our politics? "A
sy" to which, as Sir Edward said later,
using an angling metaphor, Mr. Bryce
"did not rise." Throughout his life Mr.
Bryce had been interested in everything
which was worthy of interest, and he had
the gift of making what was interesting
to himself instructive to others.

Mr. Bryce, in reply, gave as a reason
for not returning to party politics a vow
he had made not to do so till six months
after his return. He was, therefore, not
yet unmuzzled. (Laughter.) But that
did not prevent him thinking a great deal.
Eschewing home affairs, he proceeded
liberally to review the doings of the world
from China to Peru. America, like our-
selves, was in an era of change with many
problems to solve. The spirit of social
reform there was extremely active, and
it might be well for this country to watch
many experiments that America was
making.

The most weighty part of his speech,
however, was that in which he referred
to race antagonisms, which had recently
attained a position of great prominence
and acuteness, especially within the
limits of the British Empire. On the
one hand was Imperial citizenship, and
on the other the rights we had conceded
to the self-governing Dominions. All we
could do, he thought, was to exert our
influence to encourage to mitigate feel-
ings and to make each party understand
the difficulties of and to deal tenderly
with the other.

Was it not better, he asked, to induce
each race, so long as this difficulty ex-
isted, to stay within its own country and
not to encourage migration? During his
visits to various Colonies he found that
our institutions were regarded as things
to be copied. It was recognized that
we were the first nation that had shown
how liberty and order could walk hand-
in-hand.

CURE THAT COUGH.

WHEN you have a troublesome cough
it does not mean that you have
consumption or that you are going to have
it, but it does mean that your lungs are
threatened, and it is just as well to be on
the safe side and take Chamberlain's Cough
Remedy before it is too late. For sale by
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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 12th, JANUARY.

8 A.M. 'FATSHAN' 5 A.M. 'KINSHAN'

10 P.M. 'KINSHAN' 5 P.M. 'BEUNGSHAN'

TUESDAY, 13th JANUARY.

8 A.M. 'HONAM' 8 A.M. 'FATSHAN'

10 P.M. 'FATSHAN' 5 P.M. 'KINSHAN'

A Telephone Service has been recently installed on the Company's Steamers
Day Steamers Call No. 778, Night Steamers Call No. 777.

HONGKONG-MACAO LINE.

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HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf

Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.

SUNDAY, 18th JANUARY.

The Company's New Steamship "TAISHAN"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M., and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street
Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

F.A.R.E.S.

Saloon Single \$3, Return \$5.

1st Class Single \$1.50, Return \$2. 2nd Class Single \$1, Return \$1.50

Staterooms:—Saloon \$1 per person each way. 1st & 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAISHAN'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

S.S. 'HOI-SANG'.

Departures from Macao to Canton on Tuesday, Thursday and Saturday, at 8 A.M.

Departures from Canton to Macao on Monday, Wednesday and Friday, at 8 A.M.

JOINT SERVICE OF THE
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION
COMPANY, LTD., AND THE LING-SUN STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. 'SAINAM' 688 Tons, and S.S. 'NANNING' 668 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday, at about 9 A.M., and the other leaves Wuchow for Canton on the same days

at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or

vice versa by the Company's direct steamers "LINTIAN" and "SANUL". These vessels

have superior Cabin accommodations and are lighted throughout by electricity. Electric

fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

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Opposite Blake Pier.

NOTICE.

WE, the Undersigned, have this day
been appointed Sole Representa-
tives for the DERHAM LUBRICATING CO.,
of the Philippine Islands, and are prepared
to quote Prices on all grades of Philippine
Lumber.

N. S. MOSES & CO.,

14, Des Voeux Road Central.

Hongkong, Jan 5, 1914.

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Ourselves as GENERAL MER-
CHANTS, COMMISSION AND SHIP-
PING AGENTS.

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COMPANY IN CHINA (LTD.)

York Building, Top Floor.

Hongkong, 1st January 1914.

SIEN TING.

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TERMS VERY MODERATE

Consultation Free.

BUSINESS NOTICES.

FAIRALL & CO.

ARE SHOWING
A NEW ASSORTMENT OF
GOLFER SETS

IN ALL

NEWEST SHADES and STYLES.

Hongkong, January 6, 1914.

1900

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A LA CARTE GRILL ROOM.

196

J. E. TAGGART, Manager.

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THE RAILWAY PASSENGERS

ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1911.

£22,561,284.

—Authorized Capital £5,000,000.

Subscribed Capital £4,500,000.

—Paid-up Capital £2,437,500.

—Fire Funds £3,899,114.

—Life & Annuity Funds £1,134,160.

—Sinking Fund Account £8,511.

£22,561,284.

Revenue Fire Branch £2,567,158.

Life and Annuity 1,973,269.

Branches

Revenue Marine Department £22,692.

Other Receipts £30,198.

£22,692.

The Accumulative Funds of the various

Branches are separately invested, and, by

Act of Parliament, are set aside to meet

the claims under the respective Depart-

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Hongkong, May 17, 1913.

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FOR BREAD.

WEISMANN'S

FOR CAKES

WEISMANN'S

FOR CHOCOLATES

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Will never be Complete until it Carries a Constant
Supply of the

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Produce in Hongkong

TRY OUR RENOWNED GAME PIES.

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Estimates furnished on application.

Hongkong, April 1, 1913.



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Bath-rooms attached. Luxuriously Furnished Lounge, Drawing, Reading
and Writing Rooms.
PERFECT SANITATION.
Under Personal Management of
O. E. OWEN, Proprietor.

Simon, — Hie Yau Yu... .. 80

...Po Yu ...

supper—Lap Yu	...	...	...	...	...
clothes—Tat Sa Yu	...	...	...	...	20
much—Wan Yu	...	...	...	...	15
turbid—Chao Hw Yu	...	...	...	...	21
burlesque, small, fresh water,—Rock Yu	...	...	...	...	60
little, better—Nung Yu Chai	...	...	...	...	—

Imonds.—Hong Yan	...	...	b 30	有
pples (California)—Sam San Fung—Eh			" 20	金生
" (Chefoo)—Tin Chun Ping/Ehc			" —	天海
" Small.—Hoi Tong	...	...	" —	海
" Canton.—Kio Lal Chai	...	...	" —	海

Mananias, fragrant, Canton - See Shau	3
Hong Chiu	3
Mananias, (brides), Macao - See Hong Chiu	3
Mananias, Chinese - Fung Lok ...	13
Mananias - Young Tse	13
Mananias, Yeh Tse	13
Mananias, China - Ning Moong ...	6

Almonds—Dried,—Lai Chi, small Blons	16-80
" Fresh—	25 —
Anise, (Saigon)—Sai Kung Ning Moosé each—	—
Banango, Manila,—Lui Sung Mong	35 —
Bangosteenia,—San Chuk Tse	105 —
Oranges, (Canton)—San-shing Tim Ching	65 —
Pineapples, Sweet	8 —

.. (Carbon), Cooking, —Sa Lay ..	15
Peanuts, —Fai Sang ..	10
Perseimons large, —Hang Chai ..	15
Pine-apples, 1st quality, —Foon Tsi Paw Law, each 10 ..	10
" 2nd " —Chung-tang Paw Law ..	8
Plantain, —Tai Chou ..	15

Pineapple, Swallow, Hong Kong	each 12
Pineapple, Siam, Chin Le Yau	each 12
" Shanghai, Lo Kwai	each 12
Watermelon, Hop To	lb 12
" Green, Sang Hop To	n -
Water Melon, Kam San Kai Kwai	each -
(China) Cal Kwai	-

Grapes, — Sang Po Tai Tse
Vegetables: —
Artichokes, Shanghai, — Sueding Hui

"	(French), Shanghai, Shantung, Szechwan	1912
"	Pin Tao	6
"	Sprout, Ah Cho	8
"	Long, Tan Ko	8
"	Beet Root, Hang Choi San	8
"	White Green, Ching Yuen	8

Red,—Hung Kae	10
Cabbage, Chinese, com.—Kai Choy	10
Cabbage Red,—Hung Yee Choy	10
Cabbage Red,—Yee Choy	10

Carrots, bunch, - Kan Shuen...	lb	10	大 中 小 斤 兩
Cauliflow- & Large size - Tai Yeh Cho F...	each	15	
" Medium size, - Cheung Yeh Cho F...	"	10	
" Small size, - Sai Yeh Cho F...	"	8	
Carrots, - Kan Shuen ...	...	6
Cauliflow- - Tong Kan Choi ...	"	6	

Mr. J. H. Young	10	5
Mr. J. H. Young	10	30

Green, —Ging Lo	10
Curry Stuff, English.—Kao Lee Shue	12
Documbers, —Ging Kwa	8
Butter Squash, —Fu Kwan	8
Garlic, —Que Tau	8
Ginger, young, —Sahn Tso Kow	8
old, —Lo Kow	10

Horse Radish, S'nd, — Lik B's	...	15
Indian Corn, — Suk (Mat)	...	sch —
Lettuces, — Young S'ng Chr	...	11 1/2
Water Chestnuts, — Ms T's	...	11 1/2

Mandarin, Kwai-Loon Ma Tri	15	8
Mushrooms, Fresh, Sang Chi Koo	16	50
Minak Melon, Amer. Kwan-man Hong Kwa ch	17	12
Onions	18	

Outons, Bonitas.—Young, Chong Tse	6
Green.—Sang Chong	6
Shenchei.—Chang-ho Chong	6

Parley, — Kan Cho	15
Green Pass, — Chung Tau	8
Potato, Sweet, — Fan Shu	

Shanghai, —Shang-Hai	Shan
Japan, —Yut-Poon	Shan
American, —Yi	Shan
Poochow, —Hank-Shan	Shan

Pumpkin,—long & wa	...	...	...
Radish,—Hung Lo Pua Tai	...	...	...
Rhubarb (Fresh),—Tai Wou	...	...	10

Sage,--The So	100	100	100	100
Shallots,--Gon Onks	100	100	100	100

Stomach,--Pan. Can.	---	---	---	---
Tomatoes,--Pan. Can.	---	---	---	6
Tar,--Wu Tan.	---	---	---	5

Tarnips, Punzi, (Long).—Lo Pak
English.—Young Lo Pak
Y. vegetable marrow.—Ching-ka

Water Cross, —Sail Young (Mr)	15
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May 1900, - Jan 1901	6
June, - To Dec	8

The above reliability very close to 100% and
any Board has no power to compel witnesses to
appear.

W. HOWEN ROWLAND

10

A black and white photograph showing a close-up of a rough, textured surface, likely a wall or rock. A small, dark, rectangular object is attached to the surface, possibly a piece of tape or a small sign. The texture is grainy and uneven.

100

INTIMATIONS


TONIC, RESTORATIVE, DIGESTIVE WINE
 Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark—

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(2) A METAL SEAL ADVERTISING CELESTINS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALDECK, MACGREGOR & Co., Hongkong.

VICHY
NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs
VICHY CELESTINS
in bottles and half bottles
in bottles and half bottles
in bottles and half bottles
VICHY GRANDE-GRILLE For Liver trouble and Biliary diseases.
VICHY HOPITAL For indigestion.
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED.
VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the waters. In tins and bottles.
VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS To make your own digestive aerated water.

WHAT you pay for when you buy any sauce is satisfaction—taste, enjoyment, hearty appetite—not mere bulk.

There are cheap sauces which cost much less than the genuine LEA & PERRINS.

They can't give the same satisfaction; and if you have to use more of them, where is the saving?

The white writing on the Red Label!

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Worcestershire Sauce

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KNIFE BOARDS
PREVENT FRICTION IN CLEANING & INJURY TO THE KNIVES
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BLACK-LEAD MILLS, LONDON

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON MILLS," LONDON.

MR. CHURCHILL AND THE NAVY LEAGUE.

The Protest From the First Lord.

Correspondence between Mr. Churchill and the Secretary of the Navy League with reference to an invitation from the League to the First Lord of the Admiralty to attend a luncheon in honour of Captain Halsey and the officers of H.M.S. New Zealand was recently mentioned in our telegrams.

The First Lord, says "The Times," after pointing out that members of the Board of Admiralty had on former occasions, found themselves obliged to listen when guests of the Navy League, to criticism and attacks upon the naval policy of the Board, expressed regret that it would not be possible, in the absence of any assurance that these circumstances of offence would not recur, for him or his colleagues to accept hospitality from the Navy League. Mr. P. J. Hanmon, the secretary of the League, replied giving "the most absolute assurance that nothing in the remotest degree referring to Admiralty policy or to the attitude of the Government towards defence problems will be referred to" at the forthcoming dinner to Captain Halsey and expressing the hope that Mr. Churchill would reconsider his decision. The First Lord wrote accepting the invitation "provided he may publish the correspondence."

The following is the text of the correspondence—

Admiralty, S.W., Dec. 10, 1913.
Sir,—I am desired by the First Lord of the Admiralty to say that he has not been able to attend the dinner to which you have been invited, which have been of a controversial and partisan character wholly unsuited to a perfectly non-party gathering. The speech of the Earl of Selborne on October 21 in particular was incompatible with the conditions indispensable to a non-party gathering, and contrary to the usages of hospitality. Other members of the Board of Admiralty have on previous occasions found themselves obliged to listen, when guests of the Navy League, to criticism and attacks upon the naval policy of the Board; and in the absence of any assurance that these circumstances of offence will not recur, the First Lord desires me to say that he regrets that it will not be possible for him or his colleagues on the Board to accept any hospitality from the Navy League.

Yours faithfully,
E. Mansel.

The Navy League,
11, Victoria Street, S.W.

Dec. 10, 1913
The Right Hon. Winston S. Churchill, M.P.

First Lord of the Admiralty.

Sir,—I have the honour to acknowledge receipt of a communication from your private secretary of this day's date, and in reply would like to point out that the Navy League has no control whatever over the form and substance of the speeches delivered by the guests when they invite to their various functions. I would, however, like to assure you that in the case of gentlemen invited to speak on such occasions, strong representations have invariably been made that their observations should be entirely non-party in character, and nobody regrets more than the Executive Committee of the Navy League that there should have been any departure from this arrangement. I can give you at all events the fullest assurance that no member of the executive committee and no officer or official of the League has ever used on these occasions any criticisms of either the Board of Admiralty or of yourself as First Lord. You will understand it is exceedingly difficult with a non-party organization like this, where an earnest endeavour is being made to bring together all sections of public opinion in the interest of the Fleet, to prevent from time to time incidents of the kind of which you refer taking place.

You will remember that when you were invited to the Trafalgar Day Banquet, the President of the League undertook that so far as any person present directly connected with this movement was concerned, no view would be expressed to which exception would be taken by yourself or by any representative of the Admiralty; but he was obliged to point out that he could not obviously give an assurance of the same kind for invited guests from outside, although every endeavour would be made to prevent any unpleasant or unsuitable comment being embodied in speeches.

I venture to suggest that, in view of the importance of giving Captain Halsey and his officers a worthy reception in London on the conclusion of their historic voyage, it would be fitting that yourself

and your colleagues should be present, and I think I can give you the most absolute assurance that nothing in the remotest degree referring to Admiralty policy or the attitude of the Government towards defence problems will be referred to. The occasion will be wholly devoted to a welcome to the officers of the Dominion ship, and will, it is hoped, make the people of New Zealand feel that we in this country appreciate the kindness and hospitality which were extended to the officers and crew of the battle-cruiser during its visit to their waters.

In these circumstances I venture to express the hope that you will reconsider your decision and do the Navy League the honour to be present at the luncheon at the Hotel Cecil on Tuesday next at 1.30.

I have the honour, etc.,
P. J. Hanmon, Secretary.

Admiralty, S.W. Dec. 12, 1913.

Sir,—I am desired by the First Lord to thank you for your letter of the 10th instant, and to say that, provided he may publish the correspondence which has passed, he will have great pleasure in accepting the invitation of the Navy League for December 16.

Yours faithfully,
E. Mansel.

NEWS FROM HOME.

(From Our Own Correspondent.)

London, Dec. 12.

THE WOMAN'S THEATRE.
I suppose to demonstrate still further how they can do without mere men, the feminists have announced "The Woman's Theatre" and have opened it with Brieux's play "La Femme Soeur." There were only a few men at the inauguration, and these seemed to be wearing an air of brave indignation. Bernard Shaw and his wife were there, as well as prominent figures in the suffragette world, such as Mrs. Pethick Lawrence. Perhaps the spirit of the audience was best shown when the woman journalist in the play exclaimed "What, are all the men dead?" when told that there was good news for her. It was a sentiment that appeared to be quite in harmony with the gentle souls in the stalls. There was not the same response at all from England's bachelor women when the play unfolded the Frenchman's description of the lonely woman's misery.

Mrs. Pankhurst, by the way, is now in France and is declaring that she will die rather than submit to the punishment of English law. It is stated that the funds of the suffragettes are either banked in French institutions or invested in French stocks, so as to prevent the British government confiscating them if they are ever so minded.

The latest plan of the ladies, by the way, in their very ingenious methods of making themselves troublesome, is to try to waylay telegraph and other messengers with important messages. When the Premier spoke at Oldham they tried to annex all the reports of his speech on the way to the telegraph office, so that the public should be deprived of the reports next morning. It was not long ago that a well-known London journalist was mystified by the way he was being sought after by well-groomed members of the militant brigade who had little or no acquaintance with him. Before the attention had gone far he began to "smell a rat," for the conversation always drifted to the means by which Cabinet Ministers' speeches reached the offices of the daily papers. He made some discreet inquiries on his own account and soon got on the trail of what would have caused some sensation had it been carried into effect.

The suffragette idea was not only to try to seize the "copy" on the way to the telegraph operator, but also to cut the wires out of any town where a speech was being delivered. To carry this last part of the scheme into execution they needed information from someone in the engineers' department of the Post Office. They got so far as to consult a Post Office official who is in favour of votes for women; but on this plan his remarks were so discouraging that the whole pretty stratagem came to nought. But the militants do succeed in making themselves generally irritating. Last week Mr. Asquith received some important documents that he wished the members of the Cabinet to see. The utmost care was taken that the messages were not allowed to go astray. Not only were Ministers rung up to receive them early in the morning, but by breakfast time they were called to the official telephone to make sure that they had been safely delivered.

Lieut. A. F. Carter and Assistant Naval Constructor, Lee S. Border, are shortly due in Shanghai to superintend the re-erection of the two gunboats Monassey and Palas for the United States Government, to be done at the works of the Shanghai Dock and Engineering Co. The gunboats are being shipped to Shanghai in sections, and will here be re-assembled.

The family of the late Dr. Alfred Russel Wallace having invited Mr. James Marchant of "Lookmag," Edinburgh, Kent, to arrange and edit a volume of letters and reminiscences, they would be thankful if those who have letters or reminiscences of the famous scientist would kindly send them to him for this purpose. The letters would be safely and promptly returned.

OF ALL CHEMISTS.

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His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	L.H.P.	Commander.	Last report on
Alacrity	despatch- vessel	1650	2	9000	Comdr. Archibald Cochrane	Hongkong
Atlas	Admiralty tug	—	—	—	—	Hongkong
Bramble	river gunboat	710	2	900	Lt. Comdr. B. S. Pritchard	Shanghai
Brisomart	river gunboat	710	2	900	Lieut. Comdr. W. H. Darwall	Shanghai
Cadmus	ship	1070	6	1400	Capt. H. P. E. T. Williams	Shanghai
Chelmer	torpedo boat destroyer	560	4	7500	Lieut. H. T. England	Hongkong
Cherub	water tank and tug	390	—	300	—	Hongkong
Clio	ship	1070	6	1400	Comdr. Colin Mackenzie, D.S.O.	Shanghai
Colne	torpedo boat destroyer	560	4	7500	Lieut. M. B. Birkett	Hongkong
Fame	torpedo boat destroyer	560	4	7500	Lieut. C. M. Blackman	Hongkong
Hampshire	cruiser, 1st class	10,850	10	20,500	Capt. M. R. Hill	Canton
Jed	torpedo boat destroyer	560	4	7500	Lieut. G. F. A. Mulock	Hongkong
Kennet	torpedo boat destroyer	560	4	7500	Lieut. E. K. Boddam-Whetham	Hongkong
Kinsh	river gunboat	816	4	1200	Lt. Comdr. H. D. Marryat	Yangtze River
Malin	ship	1040	—	—	Capt. F. C. O. Pisco	Hongkong
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. E. B. Kiddle	Hongkong
Moorehen	river gunboat	180	2	800	Lt. Comdr. Alan Dixon	West River
Newcastle	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Poyles	Mira Bay
Nightingale	river gunboat	85	2	240	Lieut. Comdr. Malcolm Murray	Yangtze River
Ribble	torpedo boat destroyer	560	—	7500	Lieut. R. W. Wilkinson	Hongkong
Rosario	depot ship, submarines	980	—	1400	Lieut. F. A. N. Cronin	Hongkong
Robin	river gunboat	25	2	240	Lt. Comdr. Nash	West River
Sandpiper	river gunboat	85	2	240	Lt. Comdr. I. A. S. Hutton	Hongkong
Snake	river gunboat	85	2	240	Lt. Comdr. Maurice B. Lewis	Yangtze River
Tamar	receiving ship	1650	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Teal	river gunboat	120	2	800	Lt. Comdr. Hon. G. Stopford	Upper Yangtze River
Thistle	river gunboat	710	2	900	Lt. Comdr. H. R. N. Cottrell-Dormer	Canton
Triumph	battleship	11,985	18	12,500	Capt. P. Stretfield, M.V.O.	Hongkong
Uak	torpedo boat destroyer	560	—	7500	Lt. Comdr. Maxwell	Hongkong
Welland	torpedo boat destroyer	560	—	7500	Comdr. Seymour	Hongkong
Widgeon	river gunboat	195	2	800	Lt. Comdr. J. C. F. Borrett	Upper Yangtze River
Woodcock	river gunboat	150	2	800	Lt. Comdr. M. Blackwood	Yangtze River
Woodlark	river gunboat	150	2	800	Lt. Comdr. Lloyd	Yangtze River
Yarmouth	light cruiser	4250	—	22,000	Capt. H. L. Cochrane	Shanghai
C.38	submarine	—	—	—	Lt. Comdr. F. J. McGillicuddy	Hongkong
C.37	submarine	—	—	—	Lt. Comdr. J. G. Gaine	Hongkong
C.38	submarine	—	—	—	Lt. Comdr. R. K. C. Pope	Hongkong
C.35	torpedo boat	—	—	—	Lt. Comdr. Handley	Hongkong
C.36	torpedo boat	—	—	—	Lt. Comdr. Barton	West River
C.37	torpedo boat	—	—	—	Lt. Comdr. Nicol	West River
C.38	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	Hongkong

* Flagship of Vice-Admiral T. H. M. Jerram, K.C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	L.H.P.	Captains.	Last report on
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	—	—	Capt. Makovitz	Foochow
Dupleix	French armoured cruiser	10,014	20	20,000	Capt. Davaud	Hongkong
Elafer	French armoured cruiser	9770	18	19,600	Capt. Gouta	Saigon
Montcalm	French flagship	9900	—	—	Capt. de Vaissac	Saigon
Decidée	French gunboat	645	10	1900	Lieut. Vandier	Saigon
Argus	French river gunboat	180	5	970	Lieut. Dorlet	Canton
Vigilante	French gunboat	123	7	800	Lieut. de Jerville	Canton
Falho	French gunboat	120	—	—	Lieut. Collin	Tientsin
Dondard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Dutemps	Tientsin
Lynx	French sub-marine	—	—	—	Lieut. Bolix	Saigon
Protee	French sub-marine	—	—	—	—	Saigon
* Styr	French armoured gunboat	1738	10	1700	Lieut. Guillaume-Louis	Saigon
Freude	French destroyer	350	7	308	Lieut. Aurillac	Saigon
Iberville	French destroyer	—	—	—	Capt. de Frigat Rouleau	Saigon
Fistolet	French destroyer	130	7	300	Comdr. de Marquessar	Saigon
Mouquet	French destroyer	307	6	500	—	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Voisin	Saigon
Emden	German cruiser	3800	22	13,500	Capt. v. Roeder	Hongkong
Gaulestein	German armoured cruiser	11,600	28	26,000	Capt. von Brunnhagen	Tientsin
Ilis	German gunboat	900	18	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	18	1300	Comdr. v. Vaselew	Tientsin
Leipzig	German cruiser	3250	24	11,000	Capt. Behncke	Tientsin
Lochs	German gunboat	900	10	1350	Comdr. Hendemann	Tientsin
Nürnberg	German cruiser	3400	22	13,200	Capt. v. Mörner	Tientsin
Otter	German river gunboat	—	—	—	Capt. v. Fiedl	Yangtze River
Scharnhorst	German flagship	11,600	28	26,000	Capt. von Schulz	Tientsin
S. 90	German torpedo-boat	400	8	6500	Capt. v. Berenberg	Tientsin
Taken	German torpedo-boat	230	4	6000	Obt. v. S. Claassen	Tientsin
Tiger	German gunboat	900	10	1350	Comdr. Böcker	Tientsin
Tingtau	German river gunboat	223	4	1300	Capt. von Möller	Canton
Vaterland	German river gunboat	223	4	800	Obt. v. S. Prinz	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Bonni Piccardi	Shanghai
Adamastor	Portuguese cruiser	1757	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patria	Portuguese gunboat	700	—	—	Capt. José de Carvalho Orato	Macao

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

Name.	Class.	Tons.	Guns.	L.H.P.	Commander.	Last report on
A. 2	U. S. submarine	—	—	—	Ensign J. McCall Murray	Canton
A. 4	"	—	—	—	Lieut. E. D. McWhorter	Canton
A. 6	"	—	—	—	Ensign J. G. Van de Carr	Canton
A. 7	"	—	—	—	Lieut. J. M. Yates	Canton
Albatross	U. S. protected cruiser	5130	10	7500	Comdr. M. L. Bristol	Canton
Bainbridge	U. S. torpedo-boat destroyer	420	7	9100	Ensign H. A. Jones	Canton
Barry	U. S. torpedo-boat destroyer	420	7	9100	Lieut. R. Hill	Canton
Calliope	U. S. gunboat	243	8	250	Ensign W. L. Haiberg	Canton
Chamisso	U. S. torpedo-boat destroyer	420	7	8000	Lieut. F. J. Fletcher	Canton
Cincinnati	U. S. protected cruiser	3183	11	10,000	Comdr. S. H. Robinson	Canton
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. C. A. Woodruff	Canton
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. B. H. Green	Canton
El Cano	U. S. gunboat	621	4	800	Lt. Comdr. S. Gannon	Shanghai
Helena	U. S. gunboat	1392	8	1288	Comdr. G. V. Marvell	Shanghai
Mohican	U. S. station ship	1900	8	1100	Lieut. R. V. Lowe	Canton
Monadnock	U. S. monitor	3990	6	5000	Lt. F. P. Noyes	Canton
Monterey	U. S. monitor	4084	6	5277	Comdr. J. V. Chase	Canton
Pampana	U. S. gunboat	243	8	—	Lieut. W. J. Taylor	Canton
Piscataway	U. S. sea-going tug	654	—	1500	Lieut. F. Wallace	Canton
Pompey	U. S. repair ship	3085	—	—	Lieut. W. O. Wallace	Canton
Quincy	U. S. gunboat	350	2	208	Lieut. J. J. Hannigan	Canton
Rainbow	U. S. cruiser	4360	14	1600	Lt. Comdr. D. W. Warrington	Canton
Rams	U. S. gunboat	243	8	250	Lt. G. C. Dickerson	Canton
Saratoga	U. S. armoured cruiser	8115	14	17,401	Comdr. H. A. Wiley	Canton
Vila shoe	U. S. gunboat	370	8	228	Lieut. J. Durr	Canton
Wilmington	U. S. gunboat	1397	8	1694	Comdr. J. F. Hubbard	Canton
Woodcock	U. S. tug	482	—	650	Chief Boatswain P. E. Redcliffe	Canton

* U.S. Flagship of Rear-Admiral R. F. Nicholson, Commander-in-Chief, United States Asiatic Fleet, Hongkong.

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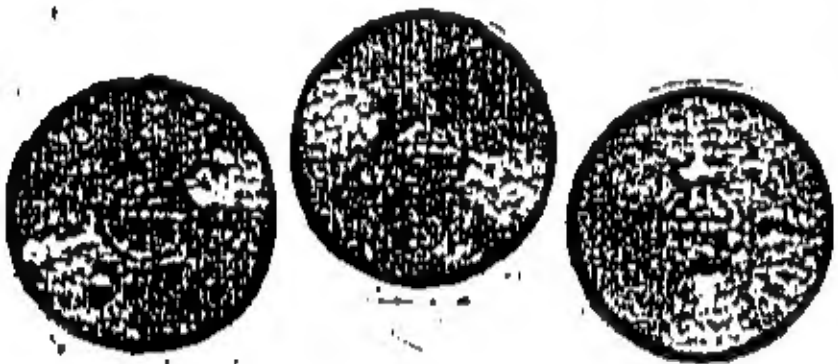
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Hongkong, July 1912.

placement tonnage was only one-half that of the Tiger; the engine power was considerably less than half, while the collective weight of one round from all the guns was one-fifth, and the muzzle energy one-tenth. These figures are remarkable evidence of the progress in cruiser design during the past twelve years, especially as the results have been achieved in association with such an improvement in armour protection as makes the present-day cruiser second only to the latest battleships. The speed has increased practically five miles per hour.

The four ships are of the same length, but, in order that the draught might remain the same, notwithstanding increased displacement tonnage due to greater fighting power, the beam has had to be augmented by 2 ft. To ensure the same speed with greater displacement tonnage, the power of the boilers and turbines in the later ships has been increased but we understand there is no intention of attaining with the Tiger a higher speed under normal conditions than the 28 knots realised by the preceding ships of the class. The employment of the guns, however, is the same in all four ships, so that to all intents and purposes their tactical qualities are alike. The Tiger is fitted with twelve 6-in. guns, all of them with armour protection and arranged especially for end-on fire; whereas in the earlier cruisers of the class the torpedo-repelling armament included sixteen 4-in. guns. In the Tiger the Brown-Curtis turbine has been adopted, while in the other vessels the turbines are of the Parsons type. The turbines on each of the four shafts constitute a separate unit, each shaft having high-pressure impulse and low-pressure reaction turbines, along with astern turbines. But beyond these general particulars, it is not in the interests of the Service to deal further with the Tiger.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Sergeant Pitt seized a lottery ticket printing plant at 6, Lun Fat Street on Saturday. No arrest was made.

The s.s. "Seang Bo," which arrived yesterday from Singapore, brought up 2000 Chinese from the Straits.

A Japanese engineer on the Toyo Maru had a watch and chain stolen from his cabin while the ship was lying at the wharf.

Mr. Smith of Messrs J. D. Humphrey and Son lost a \$30 metal stop watch near Wanchai Gap on his way from the race course on Saturday morning.

For wounding a Chinese engineer at Jardine's sugar refinery with a chopper a coolie employed at the works was sentenced to six months' imprisonment this morning.

The quarters occupied by Major Palmer, 8th Rajput, in Kimberley Road were entered on Saturday night by a thief who stole \$30 worth of things, including a \$20 clock.

By using his master's and firm's name, a foki employed by a firm carrying on business at 92, Jervois Street obtained from five different shops in the City silk goods to the value of \$74, and absconded with them.

P. C. Wilson executed a gambling warrant at Ko Shing Street yesterday and arrested thirteen men whom he and his Chinese staff surprised at a game of chance. Gambling instruments and the stakes, amounting to \$31, were seized.

A long coated Chinese of respectable appearance was charged at the Police Court this morning with stealing \$100 from a money-changer's shop at Wanchai and was sentenced to two months' hard labour. Inspector McHardy was in charge of the case.

A house-boy employed by a European resident at Mount Kellett, at the Police Court to-day was fined \$25, or one month's imprisonment, for disobeying a lawful order of his master, absconding from his service, and assaulting an agent. He could not pay the fine, so went to prison.

A Chinese constable was arrested on Saturday with 53 taels of raw opium in his possession, and was charged at the Police Court this morning under the opium laws. Mr. P. Mason appeared for the defence and a remand was ordered. The constable at the time of his arrest was engaged on detective duty in connection with opium smuggling.

GROUP.
Every young child is susceptible to group. Don't wait until this dreadful disease attacks your little one before you prepare for it. It comes in the night when chemists' shops are usually closed, and this alone should be a warning. Get and keep Chamberlain's Cough Remedy on hand. It referred to the cruisers of that day as "mighty ships" and yet their displacement tonnage was only one-half that of the Tiger; the engine power was considerably less than half, while the collective weight of one round from all the guns was one-fifth, and the muzzle energy one-tenth. These figures are remarkable evidence of the progress in cruiser design during the past twelve years, especially as the results have been achieved in association with such an improvement in armour protection as makes the present-day cruiser second only to the latest battleships. The speed has increased practically five miles per hour.

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The Chief Justice: I quite understand that, but our difficulty is that we should not be able to get the criminal sessions finished before the Full Court sits.

Sir Francis Piggott: It is impossible for a habeas corpus case to go over as long as that. I think there is something in the Act to the effect that it should come on as soon as possible; and everything has to make way for it.

THE CHUNG SAU NAM
LITIGATION.

TO-DAY'S PROCEEDINGS.

The Full Court, composed of His Lordship the Chief Justice (Sir William Ross Davies) and His Honour the Puisne Judge (Mr. H. H. J. Gompertz), heard further argument in the habeas corpus proceedings connected with Chung Sau Nam, also in the civil action in which the said Chung Sau Nam is defendant, and in which Sir Francis Piggott brought forward a motion that the said civil action should be dismissed as being frivolous and vexatious and an abuse of the process of the Court.

Sir Francis Piggott and Mr. C. G. Alabaster, instructed by Mr. W. B. Hind (from Mr. G. K. Hall Bruckman's office) appeared in the habeas corpus proceedings for Chung Sau Nam, and also to move on his behalf for the dismissal of the civil action. The plaintiffs in the latter action, the Governor-General and the Commissioner of Finance for the Province of Kwangtung, were represented by Messrs. E. H. Sharp, R.O., Eldon Potter and F. C. Jenkins, who were instructed by Mr. R. P. C. Master (of Messrs. Johnson, Stokes and Master).

THE WRIT OF HABEAS CORPUS.
The Chief Justice, at the outset, intimated that he would like to hear what Sir Francis Piggott had to say with regard to the habeas corpus proceedings. On Monday the Criminal Sessions would be taken by Mr. Justice Gompertz, and he had an action coming on which had been postponed on more than one occasion, and which it was important should be taken, and was definitely fixed for the same day. He understood that witnesses would not be finished under the Colony pending the hearing.

In reply to a question by Sir Francis Piggott, Mr. Sharp said the action mentioned would not be finished under five days.

The Chief Justice: And the following week will be Chinese New Year, and on the succeeding week the Full Court of three judges will sit.

Sir Francis Piggott: Habeas corpus cannot stand over as long as that.

The Chief Justice: We have been considering that question.

Sir Francis Piggott: Habeas corpus, the liberty of the subject, takes precedence of everything.

The Chief Justice: I quite understand that, but our difficulty is that we should not be able to get the criminal sessions finished before the Full Court sits.

Sir Francis Piggott: It is impossible for a habeas corpus case to go over as long as that. I think there is something in the Act to the effect that it should come on as soon as possible; and everything has to make way for it.

The Puisne Judge: The Criminal Sessions is a matter in which the liberty of various people is involved, and if the Sessions stand over till the new year it will be impossible for witnesses to be procured.

Sir Francis Piggott: I quite appreciate the difficulty, but it is not my fault. If the other case had come on last Monday there would have been no difficulty.

The Chief Justice: It did not come on because the Magistrate had not given his decision.

Sir Francis Piggott: It would be possible to take the habeas corpus proceedings directly after the hearing of the motion in connection with the civil action.

The Chief Justice: How long is this going to take?

Sir Francis Piggott: It should be finished by Wednesday, and the habeas corpus proceedings could be fixed for Thursday.

The Chief Justice: I should not hesitate to sit during the Chinese New Year vacation, but I cannot do it under the Ordinance.

Sir Francis Piggott: The Chinese New Year is finished.

The Puisne Judge: We are bound by the Vacation Ordinance.

Sir Francis Piggott: Yes, but if there is no Chinese New Year, Canton chooses to go on at its own sweet will, but in the North it is certainly understood that the Gregorian calendar has now been adopted.

The Puisne Judge: Even if there is a Chinese New Year, is not a habeas corpus action one that could be taken in vacation?

Sir Francis Piggott: You are certainly enabled to take Criminal Sessions in vacation.

Mr. Sharp thought there was an inherent power in the Court to enable it to take such an application in vacation. The hearing of the habeas corpus proceedings was definitely fixed for Tuesday fortnight.

HONGKONG AND SHANGHAI
BANK'S DIVIDEND.

We are officially authorized to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend a dividend of 22 per cent, a bonus of 5 shillings per share; add to the Silver Reserve Fund, \$200,000; write off Bank Premises, \$300,000; and carry forward about \$204 lacs.

Sir Francis Piggott did not see the slightest ground for objection. Plaintiffs had put in one document, therefore the others must go in. He wished to apply, under Order 37, Rule B, for an order to read the evidence taken in the extradition proceedings, and to incorporate that evidence as part of these proceedings. They had had absolutely no time to conform strictly to the practice as to giving notice, therefore it was perfectly optional to apply to the Court. There were many reasons why this order should be made. One very strong one was that there were civil and criminal proceedings with regard to identical the same question, and it was manifest in the interest of all the parties concerned that there should be no conflict in the evidence before the Court in these two cases. Their Lordships would realize that it was of vital importance that the Court should have the same evidence before it in the two proceedings. It would be inconceivable that the Court should give a decision in one case which was inconsistent with the decision given in the other.

Mr. Sharp failed to see why all these matters should not be put in in the ordinary way to give the plaintiffs a proper opportunity of considering them instead of taking them by surprise at the last moment.

The Chief Justice: If the other side wish to make use of the evidence they can do so by affidavit, therefore it would be a saving of time to let them put it in in the ordinary way.

The Puisne Judge: Was the Chinese Government connected with these proceedings? Sir Francis Piggott: It constituted the proceedings with a distinguished array of counsel.

Mr. Potter—Mr. Jenkins and I appeared at the Police Court, and we appeared for the Crown.

Sir Francis Piggott: It is perfectly well known that the Crown do not wish money on counsel, and that the Chinese Government have retained the *fin fleur* of the Hongkong bar. I may say I am going to make another application to cross-examine the men who made these affidavits. I could not imagine what these witnesses would have said, and what they did say took me quite by surprise.

The Chief Justice: As regards the first point, it is a novel one, and we should like to consider it. With regard to the other, we should like to hear what Mr. Sharp has to say.

Mr. Sharp thought the Governor-General of Canton could not be got down here to give evidence any more than the Governor of Hongkong would go to Canton to give evidence for the Court there. The Governor-General had been good enough to file an affidavit on important constitutional aspects of the question. All the witnesses were foreigners, resident outside the jurisdiction, and people holding official positions.

The Chief Justice: We cannot compel a foreigner to come into Court.

Sir Francis Piggott pointed out that the Governor-General was one of the plaintiffs in the action, and he could not imagine a plaintiff, even of exalted condition, abstaining from coming into Court and filing an affidavit instead. Such a thing was not known to English Courts. A foreign plaintiff, however exalted, must submit to the ordinary rules. It was really amusing to hear his learned friend talk about the Governor-General being good enough to file this affidavit.

The Chief Justice: If a foreigner likes to avail himself of the value of these Courts to bring an action, there is no reason why he should be treated differently from anybody else.

Sir Francis Piggott: With regard to the other gentlemen, they are soldiers in the army, and can come down by the night train. The first point I am going to raise is that the plaintiffs have no right of suit. Having said that, the Governor-General says, "I have." That is all.

SOCIAL AND PERSONAL.

Among the passengers who arrived by the s.s. *Tonyo Maru* to-day were some Hongkong and Canton residents. The list will be found on page 10.

Miss Ho Kai, fifth daughter of Dr. Sir Kai Ho Kai, C.M.G., was married at Shanghai last week to Mr. Chun Wing, sixth son of Mr. Chun Fui Ting, managing director of the China Merchants Steam Navigation Co.

The American Consul-General has received a copy of President Wilson's proclamation, dated November 21, 1913, prescribing the rules for the measurement of vessels for the Panama Canal. These rules have been placed in the consular reading room and those who are interested are invited to inspect them at their convenience.

The many friends in Burma and Malaya of Capt. Oscar Vivian Cotton, late master of the Eastern Shipping Company's steamer *Kedah*, will hear with regret of his death, which took place at midnight on December 21 in the naval hospital, Penang, at the age of 36 from diabetes mellitus and pneumonia. He was admitted to the General Hospital on December 18, suffering from blood poisoning, caused originally by the too deep cutting of a corn on his right foot. His condition became so serious that it was found necessary to amputate his leg. The Straits Echo says that Capt. Cotton was formerly on a sailing vessel and afterwards joined the B. M. S. Navigation Company. For some time he was in charge of the floating plant of the Water Company, Rangoon. Then he joined the Eastern Shipping Company and acted in the capacity of chief officer and master, his last command being the *Kedah*. The funeral took place on the Friday evening at the Protestant Cemetery at Western Road. The Rev. F. W. Hailey, Colonial Chaplain, conducted the last rites.

SPORTING.
ASSOCIATION FOOTBALL.

ROYAL ENGINEERS, v. R.G.A.

This Hongkong League match, on the Military ground on Saturday, caused much interest and there was a large crowd present. An object of interest was the R.E.'s mascot, a goat, which, attired in gorgeous raiment, was led to the ground by a number of enthusiastic supporters. Teams:—Royal Engineers—Rogers: Coxon, Morish; Ferrigan, Smith; Robinson; Lewis; Tucker, Lortop, Kelly, Sutherland. R.G.A.—Moore; Langford, Court; Perry, Mullin, Townsend; Dallman, Draper, Crane, Swan, Pinchard. Referee, Mr. A. P. Storrie.

Crane started the game, the gunners being one short but only for a minute or so when Pinchard brought the side to full strength. Moore was the first goalie tested, a slow shot from Tucker barely reaching him. A rattling good pass from Draper was wasted as Dallman let the leather go to touch when he was unattended. Then Rogers was given a chance of displaying his prowess and it was following nice play by Swan and Pinchard that he made a splendid save from the latter. Tucker and Lewis were showing something like the form associated with the R.E.'s right wing last season but they found Court in top ho's form. The same could be said of Coxon and Morish at the other end but they were very hard pressed as Court, usually having what amounted to free kicks, Draper worked hard to get the ball and swung it out to Dallman who with an ideal centre which Swan headed into the net, registering the first goal. Kelly was forcing the pace in the R.E.'s front rank and after he had worried the defence to good purpose, Hoptop was able to get in a well-placed shot but it was hardly fast enough to beat the custodian. Townsend placed his side in jeopardy when he kicked high towards his own goal and Moore pushed the leather over for Kelly to nearly score with a clever overhead kick. Here—

E.'s did a lot of attacking and Court made some wonderful clearances, his kicking being very powerful. Just before the interval Draper was through and at a range of about a yard fired in a shot that Rogers managed to be in the way of and a corner was gratefully conceded. This came to nothing and the teams took the breathing space with the score—

R.G.A., 1; Royal Engineers, 0.

In resuming the gunners looked adding to their point. Swan dashed in to score when Coxon cleared with a fine over the bar. Kelly and Sutherland displayed a good passing movement that took them close to Moore. Langford came along with a lightning tackle and play went to mid-field where Smith was a leading figure. There were exciting times near the R.G.A. goal and Kelly centred for Hoptop to dash through and he was quite close to Moore and about to shoot when Townsend dropped from nowhere and dispossessed him. Play was fast and furious and when the gunners were aggressive Swan was pushed over by Ferrigan in the penalty area and Referee Storrie gave the maximum penalty. One of two gunners declined the honour of taking the shot and when Crane accepted he did no better than shoot straight at Rogers' Morris completing the clearance. It was noticed that Coxon took up a position against a goal post while the kick was taken; as a Referee he ought to have known that this is not allowed, so should the Referee who was officiating. However, having escaped disaster the R.E.'s took a new lease of life and the gunners seemed correspondingly to alter. Lewis was off to the other end and at top speed and putting over a delightful centre Kelly banged it into the net for the equaliser. Getting down again Kelly did his utmost to force the leather into the net but Court frustrated his ambitious intention. Tucker was more fortunate. Scoring close in he side-stopped and shot hard and true wide of Moore, and the R.E.'s were in front. There was more enthusiasm than usual over this goal, from the sappers side of course. Play to the finish favoured R.E.'s but nothing of note occurred and the sappers again had a refreshing win at the expense of the gunners. Result:—Royal Engineers, 2; R.G.A., 1.

The rule bearing on the point as to the position taken by Coxon when the penalty kick was taken is on page 26 of the Referee's Chart, in the first paragraph of "Instructions to Players."

These teams played a 2nd Division United Services League match at Happy Valley on Saturday. The sappers reserves were not so fortunate as their first team and had to fight hard to divide the points. Davis scored a fine goal for the Staff after a few minutes play and with a little luck would have added more, several good shots hitting the bar and post. In the early part of the second half Wilkinson scored the equaliser for the sappers. The Staff were all out for the winning goal in the closing stages of the game but they were unable to score again, the match ending—

Staff and Departments ... 1
R.E. Reserves ... 1

H.K. Football Club v. H.M.S. "Minotaur"

This game takes place to-morrow, when the following will represent the Club:—Goal, N. Cope; Backs, P. Hole, and A. J. Stalker; Half-Backs, R. F. Long, W. B. Riden, and H. D. Brown; Forwards, P. Wicks, I. G. Gledhill, W. V. Pannell, O. Edgcombe, and N. L. Ralston.

ARMED ROBBERY IN
THE CITY.

TWO MEN IN CUSTODY.

A during attempt was made yesterday evening by armed men to commit a robbery at S. Bonham Strand West, a Chinese apartment house.

The second floor is occupied by a Chinese accountant, of the Hop Cheung Hing shop, and at 6.50 his family was alarmed by the entrance of four men, two of whom were armed, one with a revolver and the other with a knife. The latter attacked a woman named Cheung Sut Yung, cutting her thumb and ear, but despite the robbers' threats of what would happen if she shouted she pluckily called out loudly for assistance. This alarmed the robbers, who fled, and two of them hid in the stairway of a house near by. Here they were discovered by police and civilians who were attracted to the spot by the blowing of police whistles, and were promptly arrested; the other two robbers escaped. The desperadoes left their revolver and knife in the house, apparently fearing that they would incriminate them if found in their possession. The men in custody have not yet been charged before the magistrate.

Rugby Football.

CHALLENGE CUP COMPETITION—LTA ROUNDS, CLUB v. ARMY.

This important match will be played on the Club ground next Wednesday evening at 4.30 sharp.

As it is the last occasion on which T. E. S. Robson will appear for the Club, it is hoped there will be a large number of Club members and friends present to see the match.

The following will represent the Club:—Full back, T. E. S. Robson; Three quarter backs, A. N. Jansland, W. A. Nowers, P. Linton, and A. S. Kamphorne; Half backs, H. S. Rouse and Jasper Clark; Forwards, F. C. Hall, A. Murdoch, J. O. Taylor, C. Woodhead, A. F. Deane, H. G. Hegarty, J. M. Walker and J. R. Watson. Referee: Lieut. C. G. B. Coltart, R.N.

Holiday Cricket.

E.K. Club v. UNITED SERVICES. The following have been selected to play against the United Services on Monday, 26th January, (Chinese New Year) on the Club Ground (play to commence at 10 a.m.)—B. Hancock, (Captain), E. N. Anderson, R. E. U. Bird, A. A. Claxton, D. E. Donnelly, A. C. E. Edgborough, T. E. Pearson, E. R. Reed, G. B. Sayer, A. M. Sutherland and R. P. Thersfield.

Royal Hongkong Yacht Club.

5TH CLUB RACE.
Handicap Class course, Lyceum Beacon, Kowloon Rock and Lyceum Beacon, all to starboard 9.2 miles.

One Design class course, Lyceum Beacon on Kowloon Rock and Channel Rocks 7½ miles. Sunday, January 10.

The wind was light and from the east. First times at the Beacon were, Dione 3.7.45, Rolls 3.9.15, La Linda 3.9.22, Kathleen 3.9.45, Colleen 3.10.5, Dorothea 3.10.15, Ayesha 3.14.0 and of the one Design Class Bonito 3.28.40, Ailsa 3.29.20, Halcyn 3.29.35, Daphne 3.32.20.

The times at the finish were as follows:—

Actual time	Corrected	Points	Total
Dione 4.21.45	4.24.45	6	28
Bolla 4.24.42	4.23.56	5	19
La Linda 4.25.4	4.25.4	3	26
Kathleen 4.26.9	4.21.1	10	34
Dorothea 4.27.19	4.21.11	8	19
Colleen 4.27.31	4.21.13	7	37
Ayesha 4.32.35	4.24.55	4	15
Violet 4.33.10			23
Lily 4.33.10			12
Halcyn 4.30.5		6	15
Bonito 4.30.10		4	31
Ailsa 4.30.15		3	17
Daphne 4.38.10		2	21
Alaska			2

ACTIVITIES OF CABINET MINISTERS' WIVES.

The wife of a Cabinet Minister in these days, says a London correspondent, is expected to take her position seriously, and Mrs. Asquith, Mrs. Lloyd George, Mrs. Harcourt, and Mrs. Churchill are with comparative frequency to be found opening Liberal bazaars and the like, both in the capital and the country. The President of the Board of Agriculture's wife is striking out another line, for Mrs. Walter Runciman recently lectured at Notting Hill High School on "The Treatment of Young Criminals." This is one of a series of lectures given there by Old Girlfriends, and Mrs. Runciman was a distinguished student at Notting Hill, being placed along with one man alone in the first class of the Historical Tripos. She was a scholar of the college, and while at Notting Hill High School was at the head of the list for the whole kingdom in the Cambridge examination of her year.

The President of the International Cotton Manufacturers, speaking at London recently, emphasized the precarious situation of the cotton industry, and recommended to all of the members in Europe and America the abbreviation of the working time to forty hours a week.—D. O. Lloyd.

SOMETHING TO REMEMBER.

In buying a cough medicine for children, bear in mind that Chamberlain's Cough Remedy is the best for colds, croup and whooping cough, and that it contains no harmful drug. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

SOUTH AFRICAN LABOUR TROUBLES.

A SERIOUS STATE OF AFFAIRS.

More Like Revolution Than A "Mere Strike."

London, Jan. 11.

Telegrams from various parts of South Africa point to a serious situation that has arisen in consequence of the labour troubles that have broken out.

A Johannesburg telegram states that the strike, which yesterday had every appearance of a fiasco, is today entering upon a new stage under the energetic direction of the Johannesburg Trades Union Federation, and has every indication of spreading in the Transvaal, the Orange River Colony, and possibly Natal.

The extremists in Johannesburg are delivering fiery speeches, inciting the waverers to strike.

Two attempts have been made to dynamite trains in the Transvaal. The engine of the Cape Mail was damaged, and the rail-road was torn up by an explosion, but no one was injured.

The Government have acted promptly. All the Union forces in the Transvaal have been mobilised, and seven labour leaders have been arrested on a charge of using seditious language.

The price of flour has risen by a shilling in Johannesburg, which is only supplied with provisions for a week.

An emergency meeting of the Federation of Trades Unions, held at Johannesburg, demanded the release of the labour leaders, the alternative being that they will proclaim a general strike forthwith.

The railway employees are advancing other demands, in addition to those for reinstatement and retrenchment. They now demand an abolition of the piecework system, an eight hours' day, and a standard rate of pay. A mass meeting has been called for Sunday to consider these additional demands.

Up to the present, the Government have not prohibited the holding of the meeting, but it is believed that it is considering the proclamation of martial law.

A Capetown telegram states that a large body of natives broke out of the compound at the Jagerfontein mine in the Free State, and attacked the whites.

Five hundred white citizens defended themselves. The mine "boys," in a frenzy, seized all manner of implements, stormed out of the compound, and rushed towards the town.

The whites intercepted them for the purpose of protecting the women and children, and opened fire. Eleven natives were killed and 38 wounded. A dozen whites were injured.

The situation is now controlled. The trouble arose over the death of a Basuto, who is alleged to have been kicked by a white man. Four hundred are returning to their homes forthwith.

Forty men of the Bedfordshire Regiment, 26 officers of the School of Musketry at Bloemfontein, and the neighbouring farmers, were finally responsible for controlling the Basutos. Assurances that their grievances were in the hands of the police did not appease the natives.

The Transvaal Citizen Army is mobilising with marvellous rapidity, and swarming into Johannesburg and Pretoria, occupying strategic points on the railway.

There is a growing conviction, says a Pretoria telegram, that the Government is faced with a situation more in the nature of a revolution than a mere strike.

Another telegram from Pretoria states that a further mobilisation proclamation is being issued, bringing up the total to 60,000.

It is announced that the strikers are enrolling 400 of their own ranks to preserve order, and to prevent violence and boodism.

News from Johannesburg is to the effect that the crowd at a strike meeting prevented the police arresting Mr. Bain, the Secretary of the Trades Federation. The latter, in a speech, said he had called an appeal to the Labour Members of the House of Commons in England asking them to see that justice was done. He asserted that to-morrow's mass meeting would be of greater significance than that of the "Fourth of July."

Capetown's Defence Force.

LATER.

A telegram from Capetown states that a local Defence Force of 1,800 is now being mobilised.

BY TELEGRAPH.

(Authorities in Complete Command.)

BALTIC DAM BURSTS.

HEAVY LOSS OF LIFE FEARED.

London, Jan. 11.

A telegram from Koeslin states that the dam between the Baltic Sea and Lake Bukow has burst and one of the villages in the vicinity has been inundated. A hundred villagers are missing and troops are hastening to assist in rescue work.

Details of the Catastrophe.

ENORMOUS DAMAGE DONE.

LATER.

Another telegram states that the disaster was due to a terrific gale. The Causeway between the sea and Lake Bukow burst in three places and the villages of Dankefort, Nest and others were overwhelmed.

The roofs of Dankefort are just observable through the telescope and the water is washing around.

A telegram from Danzig states that the gale has done enormous damage around Danzig, the sea running over the villages of Karwenbruch, Zoppot, and Hlapiensula.

Electric trains, soldiers, blue-jackets and firemen are going to the rescue of the stricken districts.

Villagers' tale.

A later telegram from Koeslin states that the missing villagers have reached a place of safety.

THE MEXICAN CRISIS.

Rebels Occupy Ojinaga.

London, Jan. 12.

A telegram from Presidio states that General Villa with the Rebel forces has occupied Ojinaga.

THE FAMINE IN JAPAN.

3,000,000 Persons Starving.

London, Jan. 11.

Reuter's Tokyo correspondent telegraphs that the official report of the Famine Relief Association says that 9,000,000 persons are starving in Hokkaido and the north-eastern prefectures.

THE VALONA INCIDENT.

London, Jan. 11.

The Turkish officers and troops were not allowed to land at Valona says a telegram from Trieste. When they arrived they were placed in quarantine under a guard of Austrian machine-guns. They are being sent back to Turkey.

LUXKONGS IN TROUBLE.

Charge of Highway Robbery.

Before Mr. Hazell at the Magistrate's court this afternoon two Chinese policemen attached to the Wanchai station and a cook-boy in the Chinese police mess there were charged with stealing from the person of a Chinaman at Tai Hang on the 6th inst. the sum of \$36.82.

Mr. Norington, of Mr. Brutton's office, prosecuted; and Mr. Otto Kong King defended the three prisoners.

Mr. Norington, in opening, described the circumstances of the case as being of an unusual nature inasmuch as two of the defendants were lunkongs, and said the complainant was in pursuit of grasshoppers when he was attacked by the three prisoners, thrown down and relieved of his money. One of the prisoners fell into the sea while being chased and went to his quarters with his wet clothes still on.

Inspector McHardy stated in the course of his evidence that this prisoner explained his wet clothes by saying that while looking for grasshoppers at Tai Hang he was chased by a crowd of villagers and to secure his safety he jumped into the sea. Complainant was in the charge room when the prisoner made this statement, and identified him as the man who stole his money.

Case proceeding.

PROVINCIAL SYSTEM REFORM.

Changes of Titles.

The "Peking Daily News" states that the Government's plan of reform of the provincial system, in effect, will be more or less only a change of title for higher officials. A Governor will be styled in future Huananhai, a Tactai Kuananhai and a Prefect Chanahou. The territory of the provinces will be reduced.

DO YOU COUGH.

Don't overstrain the fine membrane of your throat by trying to dislodge the phlegm. Chamberlain's Cough Remedy will accomplish this for you, and cure the cold that is causing it. For sale by all Chemists and Druggists.

ULSTER INDEMNITY FUND.

\$1,000,000 Subscribed.

London, Jan. 10.

It is reported from Belfast that the Ulster Indemnity Fund has now reached one million sterling.

It will be remembered that it was notified that subscriptions to the Fund would become operative only after \$1,000,000 had been subscribed.

LATER.

A telegram from Capetown states that a local Defence Force of 1,800 is now being mobilised.

THE ZABERN AFFAIR.

Officers Acquitted.

London, Jan. 10.

Colonel Reuter and Lieut. Schod have both been acquitted on the charge preferred against them in connection with the Zabern affair.

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CHINA'S PARLIAMENT DISSOLVED.

LONDON, Jan. 12.

A telegram from Reuter's correspondent at Peking states that, by mandate, President Yuan Shih Kai has dissolved Parliament.

DEATH OF CAPTAIN HUBBARD.

We deeply regret to announce the death of Commander J. F. Hubbard, of the United States gunboat Wilmington, who passed away at the Government Civil Hospital on Saturday evening.

The deceased officer had been in hospital for several weeks suffering from a complication of diseases, and as long as a month ago it was realized that there was little hope of his recovering. During the four years that he had been in Hongkong with his ship Commander Hubbard had made a wide circle of friends both in service and civilian circles, and his death is widely regretted in the Colony.

The body has been embalmed and will probably be conveyed to the United States for burial. The Consul-General is awaiting instructions from Washington before making any arrangements, but it is probable that a memorial service, which will be attended by representatives of the United States and British Navies, will be held some time to-morrow.

VOLUNTEERS IN CAMP.

A Busy Time at Hang Hau.

The Hongkong Volunteer Corps went into camp at Hang Hau on Friday for their annual training, and the various units are doing excellent work under their officers and attached instructors from the Regular Army.

The site chosen for this year's camp is as near ideal as can be. Within easy distance of Hongkong by water, its situation at the head of Junk Bay, close to Hang Hau village, is especially suitable for military operations from many points of view. The high hills which form the background of the gently rising ground upon which the tents are laid out afford shelter from the prevailing winds; a mountain stream provides a safe water supply; and the ground at the back of the camp over the hills, which have good paths, gives plenty of scope for the carrying out of tactical exercises in typical Hongkong country.

In many ways, and especially on account of its situation and the convenient manner in which it has been laid out by Serjeant Major Highy and his permanent staff, the camp marks a great improvement upon its predecessors.

Over 120 men went out by launch on Friday afternoon, and the nature and amount of work done by the various units since then indicates that the instruction is to be of a very practical nature.

Reveille sounded at 6.15 a.m. on Saturday, and soon after eight o'clock the various units went out for individual instruction and practice under their instructors and company commanders. The main gun valley just behind the camp, the artillery companies were engaged in gulating drill on the hills, while the Engineers were employed in various useful work about the camp, including the building of a stone extension to the camp pier, the digging of drainage trenches, and a target base for the machine-guns.

In the afternoon all units took part in field operations over the hilly country between the camp and Tai Po Chi village the idea being that an enemy was advancing up the valley to attack the camp.

Sunday's work was of a similar nature, and was engaged in by over 100 men, arriving on Saturday night and Sunday morning having largely increased the number of all companies. The field operations were in the nature of a rearguard action on Tai Po Chi to the camp, on which the Volunteers were supposed to be retiring before an overwhelming force represented by a small number of scouts.

Later in the week the howitzer and ten pounder batteries will practice with live shell; and the exercises will close on Sunday with a field day in which the Reserves will cooperate.

The Y.M.C.A. has provided a reading and writing tent, well furnished with books and newspapers, which is largely used in the evenings and is much appreciated.

The London "Morning Post," of December 5, says:—The engagement is announced of Roger Elvy, youngest son of the late Mr. Edward Promis and Mrs. Promis, Tunstall, Sittingbourne, Kent, and Joyce, elder daughter of the Hon. W. Evans and Mrs. Evans, the Residence, Penang.

There has just been unearthed from the Red Deer River region in Alberta, Canada, enough bones of the monodactyl, or horned dinosaur, to form the first complete skeleton of this prehistoric creature. The complete skeleton has been placed in the New York Museum of Natural History, together with a large number of bones of other mammoth animals discovered at the same time.

Fragments of the bones of the dinosaur were first discovered in this region in 1876, and the complete skeleton shows that the creature stood about 5 ft., and was 15 ft. long. Another complete skeleton which has been discovered is that of the ankylosaurus, a weird creature, which had a coat resembling a suit of armour, and carried a kind of club at the end of its tail.

STRAIGHT AT IT.

THERE is no use of our "boasting around the bush." We might as well cut with it first, a last. We want you to try Chamberlain's Cough Remedy, the next time you have a cough or cold. There is no reason why we can see why you should not do so. This preparation by its remarkable cures has gained a world wide reputation, and people everywhere speak of it in the highest terms of praise. It is for sale by all Chemists and Druggists.

CHARGE OF ACCEPTING A BRIBE.

CHIEF LICENSING CLERK IN THE DOCK.

Lo Bing Ning, chief licensing clerk at the Central Police Station, was charged at the Magistrate's Court this afternoon with unlawfully accepting a bribe of \$30 from a pawnbroker in the course of his official duties.

Evidence was given to the effect that a pawnbroker who applied for a licence was told that many applications had been received, but defendant could procure him one if the applicant gave him \$30. The pawnbroker promised to give defendant \$30, and informed the Chief Licensing Clerk of Police. A \$30 was sent, the pawnbroker subsequently found in defendant's possession by detectives. Inspector Watt and Sgt. Cockle, who were watching what was taking place through the windows of the Clerk's room.

The case was proceeding when we went to press.

EX-MANDARIN IN THE DOCK.

Charge of False Pretences.

A respectable looking Chinaman, who is said to have been a mandarin under the old regime, appeared at the Police Court this morning to answer a charge of obtaining by false pretences from a Chinese firm at Bay View a sum of \$4,500.

Mr. C. A. S. Russ (of Messrs. Goldring and Russ) defended, and Mr. C. F. Mason (of Messrs. F. N. D'Almeida and Mason) prosecuted.

A formal remand was ordered, and defendant was released on bail of \$4,500.

SHIPPING GAZETTE.

(From "Shipping and Engineering.")

Mr. J. Nelson, chief engineer, Kwang-chi, is on leave.

Mr. J. Park, second engineer, Poochi, has gone acting chief engineer, Kwang-chi.

Mr. H. Ehmke, second officer, Chiyuen, has resigned.

Mr. W. J. Collin, second officer, Eshan, has gone second officer, Chiyuen.

Mr. C. E. McArthur, from leave, has gone third engineer, Hanchi.

Mr. A. R. McMillan, acting third engineer, is awaiting orders.

Captain Monkman, of the Kanchow, is on reserve.

Captain Laver, from leave, has gone master, Kanchow.

Mr. J. S. Langdon, second officer, Kanchow, is on reserve.

Mr. J. Lowery, from reserve, has gone second officer, Kanchow.

Mr. M. J. Brandal, second officer, Huanan, has resigned.

Mr. R. A. Brown, from reserve, has gone second officer, Huanan.

Mr. J. Allison, supernumerary, Hain Peking, has gone acting third engineer, Foochow.

Mr. H. D. Cranston, third engineer, Foochow, has gone supernumerary, Hain Peking.

Mr. A. L. Struthers, second engineer, Yochow, has gone second engineer, Eshan.

Mr. J. A. Campbell, from reserve, has gone chief officer, Poyang.

Mr. W. J. Robert, chief officer, Poyang, is on reserve.

Captain B. Robertson of the Tientsin, is on leave.

Captain F. McCarthy from leave, has gone master, Tientsin.

Captain R. H. Lloyd, from leave, has gone master, Wenchow.

Mr. W. J. Freer, acting master, Wenchow, is on reserve.

Mr. G. M. Nordahl has been appointed third officer, Maungang.

Mr. A. D. Kelman, third officer, Maungang, has gone acting second officer, Cheongching.

Mr. J. A. L. Taylor, from leave, has gone chief officer, Cheongching.

Mr. E. G. Marquis, chief officer, Cheongching, is on leave.

Mr. B. M. Avelin, awaiting orders, has gone third engineer, Tungshing.

Mr. A. N. Morrison, from leave, has gone third engineer, Fookang.

Mr. J. D. Dicks, third engineer, Fookang, is on leave.

Mr. K. E. Jarrett, acting master, Yuen-rang, has gone chief officer, Yaching.

Mr. T. Croft, acting chief officer, Yaching, has gone second officer, same ship.

Capt. Carl, from leave, has gone master, Eshan.

Mr. N. B. Bennett, acting master, Eshan, has gone chief officer, Hangsang.

Mr. S. Polkinghorn, chief officer, Hangsang, is on leave.

Mr. B. A. Badham, second officer, Yaching, has resigned.

Captain J. Oyle, awaiting orders, has gone master, Maungang.

Captain S. J. Payne of the Maungang, has gone chief officer, Yuenanang.

Mr. F. J. Gill, chief officer, Yuenanang, has gone supernumerary, same ship.

Mr. W. L. Chapman, second officer, Yaching, is awaiting orders.

Mr. A. Peterson, third engineer, Choyang, has gone second engineer, Fookang.

Mr. H. Thomsen, second engineer, Fookang, is on leave.

Mr. G. Crist has been appointed supernumerary third engineer, Fookang.

Mr. J. P. Summers, supernumerary third engineer, Fookang, has resigned.

Mr. F. W. Clarke, awaiting orders, has gone third engineer, Cheongching.

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SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on the following

PORTS	VESSELS	TO SAIL	REMARKS
SHANGHAI, MANILA, KOBE, YOKOHAMA	NORSE	About 24th Jan.	Freight and Passage.
SHANGHAI	DEVANHA	About 18th Jan.	Freight and Passage.
LONDON, via Suez, Port Said, SUEZ	EGYPT	17th Jan.	See Special Advertisement.
LONDON & ANTWERP, via Suez, Port Said, SUEZ	BORNEO	About 21st Jan.	Freight and Passage.

All the above steamers are fitted with Wireless Telegraphy.

R. A. HEWITT, Superintendent.

P. & O. S. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.VIA VANCOUVER AND
THE CANADIAN PACIFIC RAILWAY.PROPOSED SAILINGS FROM HONGKONG, AND ST. JOHN N.B.
SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong.	From St. John N.B.
MONTEAGLE, Jan. 15.	SAR, Feb. 14.
EMPEROR OF INDIA, Jan. 15.	WED, March 5.
EMPEROR OF ASIA, Jan. 15.	SAR, March 14.

Steamships leave HONGKONG at 12.00 Noon.

The EMPEROR OF RUSSIA and EMPEROR OF ASIA are new quadruple screw 21 knot turbine steamers of 1880 tons gross—30,625 tons displacement—the finest, fastest and most luxurious on the Pacific.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the latest wireless apparatus.

Each Trans-Pacific Express connects at Vancouver with a Mail Express Train and at St. John N.B. with Atlantic Mail Steamers as shown above. The Express at Britain and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

PASSENGER RATES, HONGKONG TO LONDON.
EMPEROR OF RUSSIA } Optional Atlantic Port \$71.10.
EMPEROR OF ASIA } do do 285.
EMPEROR OF INDIA } do do 285.
EMPEROR OF JAPAN } do do 285.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Canadian Pacific Railway.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, etc.

Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Palliser Street and Frays (Opposite Blake Pier).

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATE
MARSHALLS, LONDON	HITACHI MARU, Capt. Yamawaki, Tons 12,500	THURSDAY, 15th Jan., at Noon.
AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.	MIYAZAKI MARU, Capt. Seyda, Tons 12,500	WEDNESDAY, 28th Jan., at Daylight.
VICTORIA, B.C., & SEATTLE, via SHANGHAI, MANILA, KOBE, YOKOHAMA & YOKOHAMA.	AWA MARU, Capt. Shimizu, Tons 12,500	TUESDAY, 15th Jan., at Noon.
SHANGHAI, KOBE AND YOKOHAMA.	SHIDZUKA MARU, Capt. Iwata, Tons 12,500	TUESDAY, 27th Jan., at Noon.
Kobe & YOKOHAMA.	IYO MARU, Capt. Hirata, Tons 12,500	THURSDAY, 15th Jan., at 11 a.m.
NAGASAKI, KOBE AND YOKOHAMA.	NIKKO MARU, Capt. M. Jaisaka, Tons 9,800	WEDNESDAY, 14th Jan., at 11 a.m.
SHANGHAI, MOJI, and BOMBAY MARU.	YAMAGUCHI MARU, Capt. Teraoka, Tons 6,000	TUESDAY, 27th Jan., at Noon.
SHANGHAI, KOBE AND SANUKI MARU.	YAMAGUCHI MARU, Capt. Deguchi, Tons 12,500	FRIDAY, 18th Jan., at Noon.
SEATTLE & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	TANGO MARU, Capt. T. Sakino, Tons 13,500	WEDNESDAY, 14th Jan., at Noon.
NIPPON, via SINGAPORE, PENANG MARU.	NIKKO MARU, Capt. R. Jaisaka, Tons 9,800	WEDNESDAY, 11th Feb., at Noon.
COLOMBO, via SINGAPORE, PENANG MARU.	YAMAGUCHI MARU, Capt. Murakami, Tons 8,000	WEDNESDAY, 21st Jan., at Noon.
PARANG, & BANGALOR.	TOSA MARU, Capt. Teraoka, Tons 12,500	MONDAY, 12th Jan., at Noon.

PASSENGER SEASON—1914.			
FOR EUROPE.			
MIYAZAKI MARU	18,000 tons	11th January.	28th January.
KITANO MARU	16,000 "	11th February.	28th February.
IYO MARU	12,500 "	11th March.	28th March.
HIRANO MARU	15,000 "	11th April.	28th April.
KATO MARU	15,000 "	11th May.	28th May.
KAMO MARU	15,000 "	11th June.	28th June.
KASHIMA MARU	20,000 "	11th July.	28th July.
FOR AMERICA.			
SHIDZUKA MARU	12,500 tons	15th January.	27th January.
PAMBA MARU	12,500 "	15th February.	27th February.
AKI MARU	12,500 "	15th March.	27th March.
S. DO MARU	12,500 "	15th April.	27th April.
YOKOHAMA MARU	12,500 "	15th May.	27th May.
AWA MARU	12,500 "	15th June.	27th June.

With option of Rail between steamer's callings by P. & O. S. Co.

For further information apply to

T. KUSUMOTO, Manager.

Telephone No. 299.

HONGKONG'S MUSICAL HISTORY BY H. L. O. GARRETT.

Being a reprint of a series of articles that appeared in the CHINA MAIL.

Price: 50 Cents.

SHIPPING

PACIFIC MAIL S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO
Via Shanghai or Manila, Nagasaki, Inland Sea, Kobe, Yokohama and Honolulu.

THE SUNSHINE BELT

Operating the following steamers
MONGOLIA, MANCHURIA, KOREA, SIBIRIA
NILE, CHINA and PERSIA.
Some Features of Service.

Electric Fans, Swimming Tanks, Orchestra, Amusements, Wireless Telegraphy, Submarine Signal Service and Edge Keels.

Cabins under personal supervision of Mr. V. Morton, one of the world's most famous caterers.

Return Portion of Round Trip Tickets, Available for Passage via C.P.R. from Vancouver if desired.

Through Passengers have the privilege of traveling by Rail between Ports of Kobe and Yokohama.

Steamers:

MONGOLIA	27,000 tons	Sailing TUESDAY, 27th Jan., at 1 p.m.
PERSIA	2,000 "	SATURDAY 7th Feb., at 1 p.m.

For (San Francisco via Manila, Nagasaki, Kobe, Yokohama & Honolulu.)

HONGKONG—MANILA SERVICE.

FROM HONGKONG.	ARRIVE MANILA.	FROM MANILA.	ARRIVE HONGKONG.
Jan. 10, NILE	Jan. 12	Dec. 31, NILE	Jan. 2
Feb. 7, PERSIA	Feb. 9	Jan. 27, PERSIA	Jan. 29

R. C. MORTON, Agent.
Telephone No. 141.

King's Building (opposite Blake Pier).

Panama-Pacific International Exposition—San Francisco—1915.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong
NIPPON MARU	11,000-18 knots	Wednesday, 14th Jan.
TENYO MARU	22,000-21 knots	Saturday, 17th Jan.
HONGKONG MARU	11,000-18 knots	Tuesday, 10th Feb.
SHINYO MARU	22,000-21 knots	
CHIYO MARU	22,000-21 knots	

* via MANILA omitting Shanghai.

All Steamers will be despatched at NOON.

First Class to London	\$71-10.	Return (6 months) \$120.
First Class to New York	\$80.	\$28-10.
Second Class to San Francisco	\$45.	\$28.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz, Callao, Iquique and Valparaiso.

Thence by Trans-Andean Route to Buenos Aires.

KIYO MARU	17,000-14 knots	TUESDAY, 3rd FEBRUARY, 1914.
ANYO MARU	18,500-15 knots	

For full particulars as to Passage and Freight apply to

S. MORIMOTO, Agent.
KING'S BUILDING (Opposite Blake Pier).MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	CORILLIERE, MAGELLAN, NERA.	18th January.
MARSHALLS, via Ports	PAUL LECAT, DUMBE, CORDILLIERE.	18th January.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPMENT on the Co's Steamers at Colombo for Calcutta, Bombay and Australia, at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London, via Paris by rail.

Circular tickets to Europe via Suez and Siberian Route and vice-versa delivered here.

For further particulars apply to

S. O. de BOUSSIERRE, Act. Agent.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA via MANILA

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	Jan. 14th	Jan. 20th at 10 a.m.
EMPIRE	Jan. 21st	Jan. 27th at 10 a.m.
ST. ALBANS	Feb. 1st	Feb. 7th at 10 a.m.
ESTERN	Mar. 14th	Mar. 20th at 10 a.m.

The above steamers are fitted with Refrigerating Machinery, running on a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO. Agents.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	SHANGHAI	Jan. 13, at Noon.
MANILA, CEBU & LOMO	SHANGHAI	Jan. 14, at 4 p.m.
SHANGHAI	LUCHOW	Jan. 15, at 4 p.m.
SHANGHAI	KAIKONG	Jan. 16, at 10 a.m.
SHANGHAI & TSINGTAU	KAIKONG	Jan. 17, Midnight.
MANILA, CEBU & LOMO	SHANGHAI	Jan. 20, at 4 p.m.
SHANGHAI	SHANGHAI	Jan. 23, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "HANTU"

MANILA LINE. Twin Screw Steamers "Chincha," "Taming," & "Tean" Excellent Saloon accommodation, midships. Electric Fans fitted. Extra state-rooms on deck, aft on "Taming" and "Tean."

SHANGHAI LINE. The Twin Screw Steamers "Anhui," "Chenan," and the S.S. "Liangchow," "Luchow," and "Shingchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai through Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on leaving Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to Taingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Sha ghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES Single \$45 Return \$75

For Freight or Passage apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	YUENANG	TUESDAY, Jan. 13, at Noon.
KOBE & MOJI	SUSANG	WEDNESDAY, Jan. 14, Daylight.
YOKOHAMA, KOBE & MOJI	LOPAT	WEDNESDAY, Jan. 14, at Noon.
SHANGHAI & MOJI	LOPAT	THURSDAY, Jan. 15, Daylight.
SHANGHAI, KOBE & MOJI	KUSANG	THURSDAY, Jan. 15, Daylight.
SINGAPORE, PENANG & CALCUTTA	YUENANG	FRIDAY, Jan. 16, at Noon.
MANILA	YUENANG	FRIDAY, Jan. 16, at Noon.
SHANGHAI	YUENANG	SATURDAY, Jan. 17, at 2 p.m.
SINGAPORE, PENANG & CALCUTTA	YUENANG	SUNDAY, Jan. 18, Daylight.
MANILA	YUENANG	TUESDAY, Jan. 20, at Noon.
SHANGHAI	YUENANG	SATURDAY, Jan. 24, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers Kusang, Noyang & Loing leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Fukang, Kungang, Loat, Yatsing and Suang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 15 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chaoow, Tientsin, Dairen, Weihaiwei & Tsingtau.

Taking Cargo on Through Bills of Lading to Khat, Lahad Dair, Singapore, Java, Sumatra, Java, and Labuan.

For Freight or Passage, apply to

Telephone No. 315.

JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICES OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

EASTWARD

The S.S. EURYALUS 3,520 tons gross, Captain Innes, will be despatched for Yokohama, Kobe and Moji on the 17th January at noon, taking cargo and passengers at current rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 315.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

For

Steamers

Date of Departure.

LONDON & ANTWERP "DEN OF AIRLIE" About 28th Feb.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND "CARDIGANSHIRE" About 6th February.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND "HADNORSHIRE" About 8th March.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 315 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. TORILLA, 5,105 tons, Capt. Swanson, will be despatched for SHANGHAI, KOBE and MOJI on 28th January.

S.S. DILWAKA, 5,278 tons, Capt. Ramge, will be despatched for YOKOHAMA, KOBE and MOJI on 1st February.

WESTWARD.

S.S. APCAR, 4,450 tons, Captain Walker, will be despatched as above on 20th January.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to

DAVID BARBOON & CO., LTD., AGENTS.

Telephone No. 315.

SHIPPING

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
COLOMBO, EGYPT, MADRAG,
RANEAU PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATA-

VIA, PERSIAN GULF, CONTIN-

ENTAL, AMERICAN AND SOUTH

AFRICAN PORTS.

The Steamship EGYPT, Captain F. R.

Scamers, carrying His Majesty

Mails will be despatched from this

port for BOMBAY, on SATURDAY, the

17th January, at Noon, taking Passengers

and Cargo for the above ports in connection

with the Company's Steamship Moolana,

from Colombo, Passengers' accommodation

in which vessel is secured before departure

from Hongkong.

Suez and Yambou, and Tea and Cargo

for France, and London (under arrange-

ment) will be transhipped at Colombo to the

mail steamer proceeding direct to Mar-

seilles & London; other cargo for London,

etc., will be conveyed via Bombay and

transhipped to a Marseilles line in London

on the 28th February, 1914.

Parcels will be received at this Office

until 4 p.m. the day before sailing. The

contents and value of all packages are

required.

For further particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, Jan. 3, 1914.

AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK

via SUEZ CANAL.

Pints and Quarts.

BITTERS.

AMER PICON
BITTER SECRESTAT
FERNET BRANCA
AUGOSTURA
POMERANZEN
ORANGE

MacEwen, Frickel & Co.

The American & Oriental Line str. *Polaris* arrived at Boston on Tuesday, the 6th January.

Highest open air temperature on the 11th 71
Lowest open air temperature on the 11th 41
T. E. CLAXTON, Director.

NAUTICAL INSTRUMENTS of all descriptions.

BUREAU OF THE
 J. EDWARD MANNING, JR.,
 General Manager
 Hong Kong, Jan. 12, 1914. 54

TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Jan. 12, 1914. 57

The British steamer *Jaisang* reports strong N.E. gale and high sea from Singapore to Hongkong.

POST OFFICE NOTICES.
The s.s. *Hutchinson*, with the mail, from London (via Siberia) and Wladivostok, arriving on Friday, 14th inst., is due to arrive here on Wednesday, the 14th inst.
Mails will close for:—
BANGKOK.
Per *Sarkis*, at 9 a.m., on Tuesday, the 13th Jan.
SWATOW, AMOY & FOOCHEOW.
Per *Haguenau*, at 10 a.m., on Tuesday, the 13th Jan.
SHANGHAI, NORTH CHINA, FUSAN & JAPAN Via MOJI.
Per *St. Theodore*, at 10 a.m., on Tuesday, the 13th Jan.
PHILIPPINE ISLANDS.
Per *Yi Loong*, at 10 a.m., on Tuesday, the 13th Jan.
SAIGON, STRAITS, CEYLON, ADELPHI, LARDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT & EUROPE Via MARSEILLES.
Per *Petit Local*, on Tuesday, the 13th Jan.
Printed Matter and Samples at 10 a.m.
Registration at 10.15 a.m.
(Registration with late fee of 10 cents up to 11.00 a.m.)
Registration on Rowlett B.O., 9.30 a.m.
Letters at 11 a.m.
Late Letters 11 a.m. to noon. Extra Postage 10 cents.
Letters posted in all the Filler Boxes in time for the first clearance will be included in this contract mail.

JANUARY 12, 1914.

No. 6, Wyndham Street, Hongkong.

Printed and published for THE CHINA MAIL, Limited, by HOBART MERRAT BAIN,
No. 6, Wyndham Street, Hongkong.